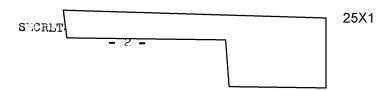
* **	•	secure (Soviet Zone)	08/12: CIA-RDP82-00457R009000270013-6 RITY INFORMATI	
ON INTELL	OFAX	15 mandemburg-Briest Airi	field 25X1	41
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wee at a)C (v	N 16 to 31 August 1	1951	
			_DATE PREPARED 1 October 1951	CAD CHANGE OF MARKET AND
			25X1	
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			A MINISTER SELECTION OF THE CONTROL OF T	
				etaanet ja talantaan ka
25X1 25X1],	Might of the planes whi of the runway, 24 in two the southern edge of the cortrol building. 8 southern edge at	p.m. on 16 August 1951, a total of ed at Brandenburg-Briest airfield. (1) ich flew were parked at the eastern en groups in front of the buildings on he installation, I in front of the fliath of the runway, and 2 the western end of the runway. Three	d ght
25X1		in the morning for pericloudiness varied and varied and varied from 1 to remount of two was pract	Throughout the arterno	f g in on,
25X1 25X1		planes with earphones of Eowever, the planes did		
25X1	2.	containers snaped like mere fitted on both win	, 20 HiG-15s, including four alert pla eld. Three of the alert planes had a small bomb 50 to 60 cm in diameter les. The by means of a ladder placed on the lef	wnien
	3.		on <u>27 August, 20 MiG-15s and 4 birlane</u>	
25X1		lights were switched on adda of the field near	Night flying with 14 planes of p. 1. to 1:30 a.m. The runway bounda is a searchlight located on the wester Rosenhof rotated and another searchlin (sub-area) 28 directed its beam towards.	ry n ght
5X1		one runway .		
		CLASSIFICATION SEQ	RET.	25X1
		CONFIDENTIAL	Document No. 12 No Change In Class. Declassified Class. Changed To: TS S C Auth.: HR 70-2 Date: 10 Aug	25X1
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At 6 a.m. on 23 August, the same aircraft were observed as on the previous day. After 6:15 a.m. four jet fighters previously parked along the western taxiway were towed by three trucks to the site of the alert planes. I radio truck, 2 trucks, 1 sodan, and 3 tank trucks drove to the parking area of the alert planes. About 6:30 a.m., each of the alert planes was boarded by a soldier and its engine was warmed up. This procedure lasted until 7:12 a.m. it 7:16 a.m. the alert planes took off individually at intervals of 10 seconds and landed at 7:46 a.m. Subsequently, intensive flying by the other jet at 7:45 a.m. Subsequently, intensive flying by the other jet planes began. after landing, the alert planes taxied to the aircraft dispersal area along the western taxiway. In plane finted with auxiliary fuel tanks, taxied to the old parking site and was refueled there. The plane was refueled to the filling of within 15 minutes including 2 minutes used for the filling of

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> flying from 3:47 to 9:15 a.m., while the latter two planes did not fly until 6 p.m. Aircraft observed flying from 8:15 a.m. to in clear visibility and a high cloud base/

the numiliary fuel tank.

25X1

All these aircraft had one-man crews. The planes fueled between individual flights; the fueling averaged 5 minutes. The fueling of aircraft fitted with auxiliary fuel tanks took 14 minutes. The tank trucks always approached the aircraft from the left rear. One tank truck would fuel two places, then it left toward the flight control building returning after about 20 minutes, after landing the planes taxied back on the runway. Individual and formation flying was practiced. After 2:30 p.m., the planes, except for the alert planes, were towed by three trucks to the western taxiway after being fueled. There was no other flying until 6 p.m.

- A radio installation with four masts and a tent was observed about 150 meters west of the Plaue-Briest road west of the field. A low wooden quartering building was also seen there. (4) A telephone cable suspended from poles led from the installation to the switchboard which was housed in a low wooden building in forest Jagen 29 and from there extended to the radio installation in Jagen 23. (5)
- On 31 August, 16 HiG-15s were observed parked along the taxiway and in front of the build ngs in the southern section of the field, while 2 twin-engine planes with double rudder assemblies and covered with tarpaulins were at the castern end of the runway. Three single-engine planes and a biplane were also seen at the field. Despite good weather, there was no flying between 3:30 and 10:30 a.m. and from 5 to 6 p.m. about 50 air force soldiers left the field in the direction of the Landesanstalt at 1:30 p.m. At the same time, 33 recruits wearing red-bordered black epaulots and artillery insignia left the Landosanstalt.

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A radio truck was parked in a wooden shed beside the radio mast of the landing beacon located west of the road to Brielow, a wire was suspended from the top of the mast to two low wooden buildings in the rear. Between kilometer markers 3.8

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and 3.9, a telephone wire crossed the highway to Pritzerbe in the direction of the inner landing beacon.

25X1 Couments 25X1 the airfield is still occupied Ty a fighter regiment.
The presence of IL-10s is not confirred. It is, therefore, believed, that source actually saw Yak-11s which he mistock for IL-10s. 25X1 In Adoock DF station.
The boundaries of the Porest Jazen (sub-areas) are entered on map 3.5.3.5. 4414. The radio installation reported is the

inher landing beacon.

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